Approved For Release 2002/07/12: CIA-RDP80-00809A000600020108-6

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	CLASSIFICATION SECRET/SECTOR CENTRAL INTELLIGE	NCE AGENCY
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	SUBJECT Data on Soviet Towns	NO. OF PAGES 3
25X1A	PLACE ACQUIRED	NO. OF ENCLS.
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	THIS DOCUMENT CONTAINS INFORMATION AFFICTING THE MATIONAL DEFENSE OF THE UNITED STATES, STATES THE MELANIKOFFILLE TO, SECTIONA 783 AND 784, OF THE U.S. COCK, AS AUGUST, ILS TRANSMISSION OF MELLINGE AND AUGUST	THIS IS UNEVALUATED INFORMATION

1. The population of Aleksandrov (5621N-3912E) was about 50,000 in 1947. Its significance lies in the fact that it is a railway junction town and in the center of the Aleksandrovskiy Rayon in Vindimirskaya Oblast. It has an intermediate school, a trade school for railway workers (Dholeznodorozhnoe Ucbilishte), located on Revolvitsiya Street; a radio receiver and electric motor factory (Radio Davod), a leather factory (Iskozhdetal') and textile plants. Along the railway not far from the station a locomotive depot and repair shop and a wagon repair shop were located. In this shop bodies of freight and passenger cars were repaired. There was about 50 new locomotives in the depot. There was also a spare parts depot for the repair of locomotives. I know of several kinds of locomotives: "Cargo Ordzhenikidze" was made in two models: an ordinary locomotive and another used for travel in desert country, there conservation of water is important. This model used the same water by a ndensing the steam into water again. The warkings on these locomotives are "Serga Ordzhenikidze" U; are number 10 indicated the distribution of weight per axie, which was 10 tens. There were five axies, denotive was considered the best. It had been used on northern tracks, norther of Locomotive was considered to best. It had been used on northern tracks, norther of Locace, but was replaced by the "Lebedinskiy" locomotive Alich 11 very powerful and estates automatically. The "Sum" type locomotive was used for

passenger dars. The "EU" locomotive was the old type. The "Pobeda" was a new

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recomplied used on the Leningrau brack. The "Arasnaya Strela" was also a new very fast locomotive. The "D" (Peliks Dierzhinskiy) was a powerful locomotive but it used too much coal. The "Lette" was an electric locomotive used on the Aleksandrov-Morcom track. There were no street cars in Aleksandrov although there was electricity. There were no special worchcuses except those at the railroal station. There was a great market place. The old buildings were built of wood while the new builtings were than the reads in Jermany. There was a non-stop train from Aleksandrov to Yaroslavi. In 19h7 I heard that they were going to electrify that line. The Largestrubber factory in the world sic is located in Yaroslavi (Rezine Kombinet). All kinds of rubber goods, from tires to galosles were produced here and the could bind was supplied with rubber goods. from this plant. From Aleksandrov to rushkino there is a double track railway and from Pushkino to Koscow a four-track railway. Reserve tracks are stored along the tracks at every killemeter. I also heard that a new double track railway was built from Nedeca to heard.

2. Levshino (5807N-5615E) is 15 kilometers north of holotov. It is a small place. It has a small railway station, with homble electric tracks leading east. There are three tracks at the station. Passenger and freight cars moved about every ten minutes.

I only passed through Levshino

once. I do know that Levshino had a large cement block plant.

- 3. Molotov (5800N-5615E) is a rather large place, but I don't know its population. It has a large railway station with range gracks; the railway line from Moscow to belotov had double tracks. The trains rain; to Moscow have steam engines. A new type of locometive is used on a is line. Across the Kama river at Molotov is a railway bridge with double tracks one and a inlikinometers long. Electric trains on locuble tracks run from Molotov to Gverdiovek. The electric trains operate along a wire above. I think that the trains are better and faster than German trains. Molotov used to be called Farms. It the holotov station the tracks are marked Perm I and Perm 2. Form I leads to Viadivostok and Perm 2 to Moscow. There are street cars in Molotov. There is a new Aviation Plant in Molotov called waved Imeni Stalina. It preduces fighter planes and motors for all kinds of planes. I was told there we will railitary plants in that region but I do not know the details because I stayed in holotov only a few lours. I heard also that there is a four-fold railway track in the Urals along Kazan'. All trains in the Urals are electric.
- ina (56hlN-3933E) has a population of about 6,000. It has no railroad and the nearest RR station is 20 miles away. Sima was a small agricultural center with an intermediate school, a renoral hose had and a maternity hospital. It had a Spirtzaved (Distillery), a basicateved (Oil Flant), three Scykhozes and a large 1975 with various kinds of agricultural and incry, a motor park for cars and trucks, garage and repair shops. Where was a large and ket place with shops where Kolkhozniks from the surrounding kolkhozes could buy their goods and provisions. Sima was the center of the Selsoviet. In 1949 three Selsoviets were united into Simskiy Sel'soviet. The highway leading from Sima to Yuryev Polskiy was constructed of cebble stones.

5. The railway car workshop Ortyabrichiy Lavon Sector Lo 7 (Vagonnyy Uchastok)
was located on Syclovskaya Liniya, Butyrskaya Ulitsa, Esteow 15. The workshop
was a one-story brick unilding, about 50 meters long and 30

	was a	one-story	brick	uniding	about	50 moters	Tong an	a 50
meters wide.								

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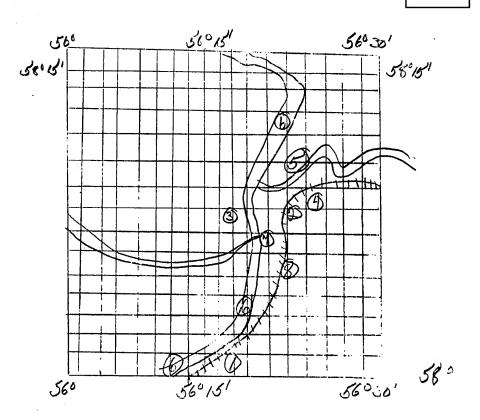
secondage. We traveled only at night and during the day the train was kept seven days. We traveled only at night and during the day the train was kept on sidings. We arrived in Kevnh at night and above transferred from the wide gause to the standard gauge train. (standard) gauge. I noticed that the 'resint ran much faster in the USSR that in Peland or Jernary. In the 'resint ran much faster in the USSR that in Peland or Jernary. In the 'resint ran much faster in the USSR that in Peland or Jernary. In the USSR the train covered 800 kilometers in 12 hours. By train lid ask go throw here the le I was in Kevel transferring to the standard gauge train I saw omeracus cranes leading USSR coal from the platform. 7. The type of trucks sent to the mestern border were ZIS-150 four-ton trucks and 3.2 Cor'twowledy Avisonolil may Yawai, very glod five-ton trucks. There were very many of the leaded on Teright cars on the way to the western border. I have no information about demonstable trucks. The MAZ truck is considered one of the least. 8. As far as I know the track gauge throughout the U-vist Union is the same, ie, is vide gauge (five feet). I do not I lives otherstear tracks sould be strong senough to support railary rolling stack. The Faster agage must be the same as others. 9. An electric power plant was being built on the Kama, near Levshine in 1919. I know of no new industrial construction in Lovekine area. 10. There were many labor camps in the helotor thiast according to people who were built was any about tour kilometers according to people who were many large. The Levshine camp was about four kilometers according to people who were according to people who were the Levshine camp insates worked on the construction of the power station on the Kama river. 10. There were many labor camps in the helotor that states, monthly young people; according to the power station on the Kama river. There are about 2,000 there are given to the power station on the Kama river. 11. The Levshine camp worked on the clottering du		SECRET/SECURITY INFCRMATION	
25X1A 6. **Substraints** variable and a stop and a depot. Lodies of rreight and passenger cars are made in this sector. 7. **Substraints** variable dark a group		-3-	25X1A
25X1A 6. Newstreits, var bedeels, lowed, Koval unit vareaus. For trip lasted six to seven days. We traveled in knowled and that that and sere transferred from the wide on stillings. We arrived in knowled that that has the first time I saw the narrow stated and the same in the same in the same in the ISSR that are same in the ISSR that are in the ISSR that are same in the ISSR that are same in the ISSR that are in the ISSR that are same even as the ISSR that are same in the ISSR that are same in the ISSR that is the instance of the ISSR that is the Issa in Koval transferring to the standard gauge train I had entered that the Iradian covered 800 kilometers in 12 that is the ISSR that is the ISSR that ISSR coal from the platform. 7. The type of trucks sent to the mention border were ZIS-120 four-ten trucks and ISC (Sortworking Automobiling Yanval), very 10d five-ton trucks. There were very many of them leaded on Freight card on the May we the mestern border. I have no information about decominable trucks. The ISSR truck is considered one of the best. 8. As far as I know the truck gauge throughout the Liviet Union is the same, ie, is wide gauge (five feet). I do not I have structure tracks would be strong enough to support reallary realling nocks. The Betto gage met be the same as others. 9. An electric power plant was being inches. The Betto gage met be the same as others. The Issurance of no new industrial construction in lawshine area. 10. There were many labor cauges in the full contracting one to their number. The Levahine accepts the Kuna river. There are about 2,000 insulates, acreaty young peace and the contractive theory days as about four kilometers in reaching when the Issurance are the Kuna river. 11. The Levahine camp worked on the electric power project. Meet of the inmates worked as undivided laborers, breaked in factories in Rollow. 12. There were many laborers transporting dirt, digging etc. 13. Leave from the 3 could be seen form the still was from three to four binchesters. I could never		station. The whole sector employed mount 1,000 mor not see the whole sector was a lumber yard, a paint shop and a depot. Lodies of freight and	
25X1X 3.2 (Gcr Novskiy Artomosil'ny) activity cars on the may to the western border. I very many of the loaded on Treight cars on the may to the western border. I have no information about demonstable trucks. The 1AZ truck is considered one of the best. 8. As far as I know the track gauge throughout the 5 viet Union is the same, ie, is wide gauge (five feet). I do not the streets gage must be the same as others. I should be strong enough to support railway relling stock. The letter gage must be the same as others. 9. An electric power plant was being built on the Kama, near Levshino in 1949. I know of no new industrial construction in Levshino area. 10. There were many labor camps in the belotor Chiast according to people who were but the construction of the instance, mostly going people; across the Kama river. There were harvers whether size or their number. The Levshino across the Kama river. There were largers, doctors and other professional men. The Levshino camp worked on the electric power project. Most of the inmates worked as unskilled laborers, transporting dirt, digging etc. 25X1X The Levshino camp worked on the electric power project. Most of the inmates worked as unskilled laborers, transporting dirt, digging etc. 25X1X The Levshino camp worked on the electric power project. Most of the inmates worked as unskilled laborers, transporting dirt, digging etc. 25X1X 25X1X 12.	25X1A	Reustrelitz, via Smolensk, Gomel, Kovel and Warsaw. The trip lasted six to seven days. We traveled only at night and during the day the train was kept on sidings. We arrived in Kovel at night and were transferred from the wide gauge to the standard gauge train. That was the first time I saw the narrow (standard) gauge. I noticed that the trains run much faster in the USSR that in Poland or dermany. In the USSR the train covered 800 kilometers in 12 that in Poland or dermany. In the USSR the train covered 800 kilometers in 12 theory. My train lid not go through Brest. While I was in Kovel transferring to the standard gauge train I saw enormous cranes loading USSR coal from the platform.	25X1
25X1A 10. There were many labor camps in the helotor the Kama, near Levshino in 1949. I know of no new industrial construction in Levshino area. 10. There were many labor camps in the helotor thist according to people who were but I do not know their size or their number. The Levshino across the Kama river. There were about tour kilematers directly west of Levshino across the Kama river. There were about 2,000 inmates, mostly young people; among the older people there were lawyers, doctors and other professional men. The Levshino camp worked on the cleatric power project. Most of the inmates worked as unskilled laborers, transporting dirt, digging etc. 11. The Levshino camp worked on the electric power project. Most of the inmates worked as unskilled laborers, transporting dirt, digging etc. 12.		ouz (Ger'kovskiy Avtomobil'nyy Zavod), very many of them loaded on freight cars on the way to the western border. I have no information about demountable trucks. The BAZ truck is considered one of the best.	
25X1A 10. There were many labor camps in the helotor Chlast according to people who were but I do not knot their size or their number. The Levshino across the Kama river. There were about 2,000 immates, monthy young people; among the older people there were about 2,000 immates, monthy young people; among the older people there were lawyerd, doctors and other professional men. The Levshino camp inmates worked on the construction of the power station on the kama river. 11. The Levshino camp worked on the electric power project. Most of the inmates worked as unskilled laborers, transporting dirt, digging etc. 25X1X 25X1X 25X1A 12. Camp Foint No 3 on the sketch of the inmates worked also that many camp immates worked in factories in Molotov. 25X1A 12. Camp Foint No 3 on the sketch of (E.closure (A)) was located on a hill. Across the river kama and above the railroad track on another hill were some low flat-reofed buildings. The distance (as the crow flies) between the two hills was from three to four bilometers. I could never come near the area on the hills was from three to four bilometers. I could near the area on the hill were plants; an ammunication parms, an aviation plant and a chemical plant. I was also told that the buildings were combuteded so low and flat-roofed so that planes could not see them from the air. The plants could not be seen from the trailroad tracks below. The shole compound on that hill was surrounded with wire and well guarded. There were also workers' barracks. I was told that the workers in those plants worked only four here part day in shifts. 25X1X		is wide gauge (Five teet). I do not 5 live button gage must be the same as others.	
25X1A Corrective Labor Camp was about four killoraters directly west of Levshino across the Kama river. There were about 2,000 immates, mostly young people; among the older people there were labyers, doctors and other professional mentation of the Levshino camp immates worked on the construction of the power station on the Kama river. 11. The Levshino camp worked on the electric power project. Most of the immates worked as unskilled laborers, transporting dirt, digging etc.	;	know of no new industrial construction in heavy industrial construction in heavy	
25X1X 11. The Levshino camp worked on the electric power project. Most of the inmates worked as unskilled laborers, transporting dirt, digging etc. 25X1X 25X1X 25X1X 25X1X 12. Camp /Foint No 3 on the sketch / (E.closure (A)) was located on a hill. Across the river Kama and above the railroad track on another hill were some low flat-roofed buildings. Te distance (as the crow flies) between the two hills was from three to four hillometers. I could never come near the area on the other hill. I know only shat I saw from a distance and shat I was told about it other hill. I know only shat I saw from a distance and shat I was told about it was also told that the buildings sere constructed so low and flat-roofed so I was also told that the buildings sere constructed so low and flat-roofed so that planes could not see them from the air. The plants could not be seen from the railroad tracks below. The shole compound on that hill was surrounded with wire and well guarded. There sere also sorkers' barracks. I was told that the workers in those plants worked only four hears per day in shifts. 25X1X	25X1A	Corrective Labor Camp was about four kiloraters directly west of Levshino across the Kama river. There were about 2,000 immates, mostly young people; among the older people there were lawyers, doctors and other professional men. The Levshino camp immates worked on the construction of the power station on the	25X1A
25X1X worked as unskilled laborers, transporting of pipes. There were many large for the laying of pipes. There were many large machines and tractors at the project but I have no details about them. I heard also that many camp inmates worked in factories in Molotov. 25X1A 12.			_
25X1A 12.	25X1X	machines and tractors at the project but I have no details about them. I heard also that many camp inmates sorked in factories in Molotov.	25X1X
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25X1X	25X1X	hill were plants: an ammunition plant, an aviation plant and a chemical plant. I was also told that the buildings were constructed so low and flat-roofed so that planes could not see them from the air. The plants could not be seen from the that planes could not see them from the air. The plants could not be seen from the railroad tracks below. The whole compound on that hill was surrounded with wire and well guarded. There were also workers' barracks. I was told that the workers in those plants worked only four here per day in shifts.	
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ENCLOSURE (A): Sketch of Levshino and Vicinity with Legend

FRANCIS CORTTY INFORMATION

ENCLOSUM: (A)

25X1A



Lagond

- Melotev (50
 Levshine (5)
 Labor Camp
- Nelotov (50001-4515E) Levshino (50061-56244)

- h. Plants
 b. Chusovaya liver
 kama liver
- Dam
- Double track electric same